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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/780,337	02/17/2004	Dan Colvin	81044290	1104

22844 7590 10/03/2005

FORD GLOBAL TECHNOLOGIES, LLC.
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EXAMINER

WRIGHT, DIRK

ART UNIT PAPER NUMBER

3681

DATE MAILED: 10/03/2005

Please find below and/or attached an Office communication concerning this application or proceeding.



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APPLICATION NO./ CONTROL NO.	FILING DATE	FIRST NAMED INVENTOR / PATENT IN REEXAMINATION	ATTORNEY DOCKET NO.
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101780, 237

EXAMINER

ART UNIT	PAPER
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09202005

DATE MAILED:

Please find below and/or attached an Office communication concerning this application or proceeding.

Commissioner for Patents

Dirk Wright
Primary Examiner
Art Unit: 3681

Examiner's Amendment

An examiner's amendment to the record appears below. Should the changes and/or additions be unacceptable to applicant, an amendment may be filed as provided by 37 CFR 1.312. To ensure consideration of such an amendment, it MUST be submitted no later than the payment of the issue fee.

Authorization for this examiner's amendment was given in a telephone interview with Mr. McKenzie on September 20, 2005.

The application has been amended as follows:

In claim 10, line 3, "a motor," was added after "position,".

The following changes to the drawings have been approved by the examiner and agreed upon by applicant: In figure 2, "FO" must be changed to "FC", and a line must be added between shaft 22 and the unlabeled member connecting clutches DC and FC. In figure 3, "26" must be changed to "20". See the attached two sheets of marked up drawings indicating the above changes. New formal drawings incorporating these changes are now required.

Prior Art Discussed

The reference cited on the enclosed Form 892 is deemed pertinent to applicant's disclosure. Brown '479 shows a method of controlling a planetary transmission 10 during a launch condition of an associated vehicle including an engine 12 with an associated output shaft 14, a transmission input shaft 16, a forward clutch 60, wherein the steps comprise at least: determining a value representing a requested powertrain output (see col. 7, lines 64-65, and Fig. 5), producing an indication of a vehicle launch condition (see col. 7, lines 60-61), determining a variable pressure (clutch pressure signal 204) based on a difference (see col. 8, lines 5-6, and Fig.

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5), and using the variable pressure (204) to control torque capacity of the input clutch during the launch condition (see Fig. 7 and col. 8, lines 13-15), but does not show the determining of a transmission input speed as required by the claimed invention. Instead, Brown determines an engine speed since Brown lacks the input clutch 16 and therefore the speed of the engine is not necessarily the same as the speed of the input shaft of the transmission because it depends on the amount of engagement of the clutch 16.

Conclusion

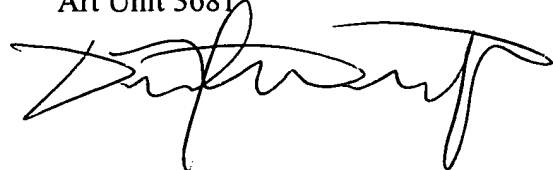
Any inquiry concerning this communication or earlier communications from the examiner should be directed to Dirk Wright whose telephone number is 571-272-7098. The examiner can normally be reached on Monday through Friday, 8AM-4:30PM.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Charles Marmor can be reached on 571-272-7095. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

DW

Dirk Wright
Primary Examiner
Art Unit 3681



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Figure 1

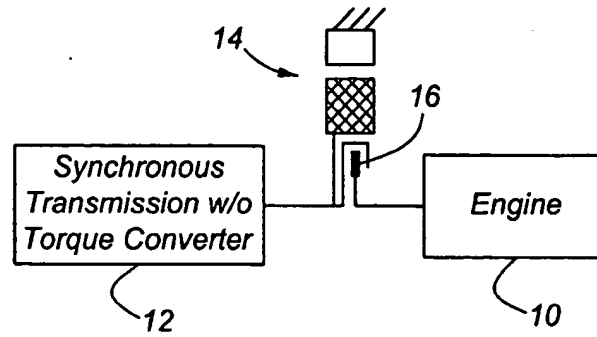
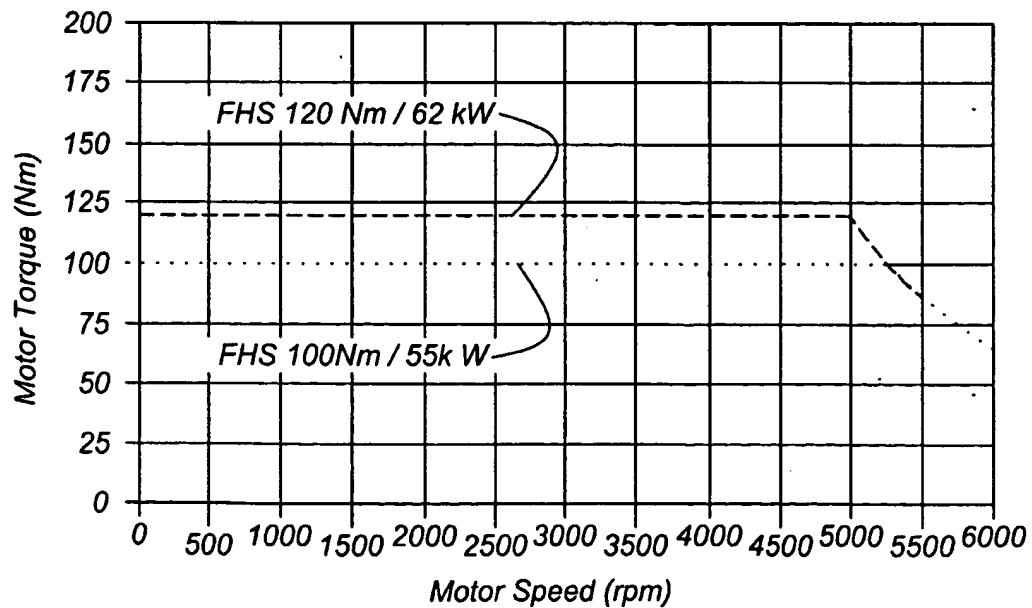


Figure 3

20

Gear	40	28	26	38	2/4 Band
1st		X		X	
2nd		X			X
3rd		X	X		
4th			X		X
REV	X			X	

Figure 5



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Figure 2

